

For Sale.

CHRISTMAS STORES.

MacEwen, FRICKEL & Co.,
 BEG to call attention to the following
 New Supply of STORES, which
 they have Received
 Ex "GORDON CASTLE,"
 And Other Recent Arrivals.

CHRISTMAS CAKES, 4-lb., 5-lb. and
 6-lb. each.
 CHRISTMAS PLUM PUDDINGS.
 Pure AMERICAN CANDIES.
 Pure SCOTCH CANDIES.
 DRAGLES, ALMONDS.
 FANCY CHOCOLATES.
 MASSON'S CHOCOLATE CREAMS.
 NOUGATINES.
 Crystallized METZ FRUITS.
 New Designs in COSAQUES.
 "CETWAYO'S HAT BOX."

"MARQUETTE'S JEWEL CASKET."
 "GRANDMA'S BONNET BOX."
 "EDWIN and ANGELINA."
 &c., &c., &c.,

SMYRNA FIGS.
 Muscatel-BLOOM RAISINS.
 JORDAN ALMONDS.
 BRAZIL NUTS.
 PECAN NUTS.
 HICKORY NUTS.
 Cooking and Table PRUNES.
 Pudding RAISINS and CURRANTS.
 Candied PEEL.

MINCENEAUT in 1-lb. tins.
 VAN HOUTEN'S COCOA.
 CARAWAY SEEDS.
 SCHWITZER'S COCOATINA.
 AMERICAN CREAM CHEESE.
 SAP SAGE CHEESE.
 LIMBURG CHEESE.
 PINE APPLE CHEESE.
 HAM TONGUE & CHICKEN SAUSAGE.
 WESTPHALIAN, BOLOGNA, OXFORD, and
 TRUFFLED SAUSAGES.

GAME PIES.
 Potted MEATS.
 Prime Yorkshires BAMS.
 Prime Wiltshire BACON in tins & Canvases.
 Fickled OX-TONGUES.
 OX-TONGUES in JELLY.
 TRUFFLES.
 CALIFORNIA ROLL BUTTER.
 CUTTING'S CANNED DESSERT FRUITS.

HUNTLEY & PALMER'S BISCUITS.
 CALIFORNIA CRACKER CO.'S GINGER
 CAKES.

MILK BISCUITS.
 ALPHABET BISCUITS.
 OYSTER BISCUITS.
 WAFER BISCUITS.
 SODA BISCUITS.

First-class and Medium CHAMPAGNES,
 Pints and Quarts.
 HOCK.
 SAUTERNES.
 OLARET.

Fine Old Pale PORT, 1848.
 SACONNE'S Pale Dry SHERRY.
 Do. Amontillado SHERRY.

LA GRANDE MARQUE CHARTREUSE,
 Pints and Quarts.
 MARASCHINO DE ZARA.
 CURACAO.

Fine Old BOURBON WHISKY.
 SCOTCH and IRISH WHISKIES.
 BASS'S ALE Bottled by CAMERON and
 SAUNDERS, Pints and Quarts.

GUINNESS'S STOUT Bottled by E. & J.
 BURKE, Pints and Quarts.

Specially Selected CIGARS.
 Princess CHEROOTS.
 Cavite CHEROOTS.
 Princess CIGARS.
 Cavite CIGARS.
 Arcoeros CIGARS.

Vegueros CIGARS.
 Choice No. 1 Fortin CIGARS in Boxes
 of 100.
 Choice No. 3 Meisig CHEROOTS.
 Choice No. 3 Fortin CIGARS.

PRESENTATION BOOKS.

SCIENTIFIC WORKS.
 WORKS OF REFERENCE.
 SCHOOL BOOKS.

CHILDREN'S STORY BOOKS.
 CHILDREN'S TOY BOOKS.
 NOVELS.
 ATLASES.

HISTORIES.
 DICTIONARIES.
 OLLENDORF'S METHOD for Learning
 FRENCH and SPANISH.

DR. AHN'S METHOD for Learning GER-
 MAN and FRENCH.
 ASHER'S MODEL BOOKS of FOREIGN
 COMMERCIAL CORRESPONDENCE,
 GERMAN, FRENCH and SPANISH.

"NORTH CHINA HERALD" D A T E
 BLOCK for 1880.

NEW SEASON'S PRESENT TEA, in 5 and
 10 Catty Boxes.
 Hongkong, December 15, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received in-
 structions from Messrs ARNOLD,
 KARBERG & Co., to sell by Public Auction
 (unless previously disposed of by
 Private Contract), on

THURSDAY,

the 8th of January, 1880, at 2 p.m., on
 Board—The

GERMAN BRIG "CARL,"

of 225 Registered Tons, as she now lies
 at anchor off Yow-mah-tee, with all her
 MASTS, SAILS, and INVENTORY, complete.

For further Particulars, apply to Messrs
 Arnold, Karberg & Co.; or, to the Auctioneer.

TERMS OF SALE.—As customary.
 F. RAPP,
 Auctioneer.

Hongkong, Dec. 23, 1879. ja8

Intimations.

EIGHTH DRAWING.

Chinese Imperial Government
Eight per Cent. Loan
of 1874.

NOTICE IS HEREBY GIVEN, that in
 conformity with the stipulation con-
 tained in the Bonds of this Loan, the follow-
 ing numbers of Bonds to be paid off at par,
 in Hongkong on the 31st of December, 1879,
 and in London on the 19th of February,
 1880, when the interest thereon will cease,
 were this day Drawn at the Offices of the
 HONGKONG AND SHANGHAI BANKING COR-
 PORATION, 31, Lombard Street, London, in the
 presence of Mr. GEORGE HENRY BURNETT,
 Accountant of the said Corporation, and
 of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

313 Bonds Nos. —

9	1264	2534	3800	5046
33	1294	2554	3811	5068
53	1308	2575	3828	5090
71	1340	2587	3842	5104
96	1341	2608	3855	5121
112	1379	2624	3884	5159
134	1396	2642	3907	5187
158	1417	2661	3929	5189
166	1433	2691	3960	5208
200	1456	2704	3962	5233
211	1476	2739	3990	5249
229	1496	2751	4012	5267
255	1517	2773	4023	5288
278	1539	2792	4049	5313
299	1549	2816	4070	5329
303	1561	2835	4091	5354
329	1597	2851	4105	5376
351	1608	2875	4137	5393
369	1622	2884	4147	5405
388	1651	2911	4171	5434
407	1678	2939	4183	5442
426	1687	2941	4202	5467
451	1704	2970	4229	5492
471	1727	2981	4252	5504
481	1750	3016	4276	5524
513	1762	3029	4293	5560
527	1800	3045	4305	5568
551	1806	3069	4327	5592
579	1834	3095	4346	5606
581	1859	3106	4374	5640
611	1869	3189	4391	5642
629	1899	3154	4411	5668
647	1917	3180	4437	5696
667	1923	3198	4444	5714
685	1948	3204	4467	5735
719	1975	3228	4482	5754
728	2000	3257	4506	5778
750	2009	3275	4524	5787
765	2023	3287	4551	5810
781	2044	3305	4578	5839
816	2076	3340	4589	5853
829	2091	3344	4617	5868
856	2108	3371	4623	5887
865	2131	3387	4650	5910
895	2153	3412	4672	5940
915	2176	3440	4696	5958
927	2192	3450	4707	5972
960	2210	3464	4723	5990
973	2229	3495	4743	6011
998	2248	3513	4776	6030
1004	2276	3529	4786	6057
1021	2293	3556	4816	6079
1044	2311	3571	4826	6084
1066	2334	3586	4847	6109
1090	2351	3612	4866	6138
1105	2368	3631	4887	6147
1124	2396	3645	4916	6167
1154	2401	3662	4925	6197
1171	2432	3690	4943	6202
1185	2454	3717	4980	6221
1203	2474	3735	4986	6242
1226	2494	3744	5005	
1249	2517	3777	5030	

For £100 Sterling each = £31,300.

For the

HONGKONG & SHANGHAI BANKING CORPORATION,
 (Signed) GEO. H. BURNETT,
 Accountant.

Countersigned,
 W. V. VENN, Junior,
 Notary Public,
 2 Pope's Head Alley, Cornhill, E.C.
 London, 22nd October, 1879. ja3

CHINESE IMPERIAL GOVERNMENT

LOAN 1874.

THE COUPONS falling due 31st De-
 cember current of the above LOAN,
 together with the BONDS DRAWN for Re-
 demption, will be Paid at the Office of this
 CORPORATION on and after that Date.

For the
 HONGKONG & SHANGHAI BANKING
 CORPORATION,
 Agents Issuing the Loan,
 T. JACKSON,
 Chief Manager.

Hongkong, December 27, 1879. ja8

To-day's Advertisements.

FOR MANILA.
 The Steamship
 "EMERALDA,"
 Capt. TALBOT, will be de-
 patched for the above Port
 on SATURDAY, the 3rd Prox., at Noon.

For Freight or Passage, apply to
 RUSSELL & Co.
 Hongkong, December 30, 1879. ja3

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through
 rates for HANKOW and Ports on
 the YANGTZE.)

The Company's Steamship
 "HECTOR,"
 Captain H. JONES, will be
 despatched on or about the
 8th January, 1880.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.

Hongkong, December 30, 1879.

SHIPPING.

ARRIVALS.

Dec. 29, Katie Flickinger, American bar-
 kentine, 472, S. J. Gilman, Yokohama
 Dec. 16, General.—Russell & Co.

Dec. 29, H.M.S. Sheldrake, from Canton.
 Dec. 30, Peshawur, British steamer, 2240,
 C. A. White, Shanghai Dec. 26, Malls and
 General.—P. & O. S. N. Co.

DEPARTURES.

Dec. 30, Kwangtung, for Coast Ports.
 30, Conquest, for Hoihow, 19 Chinese;
 30, Brenna, for Bangkok.
 30, H.M.S. Egeria, for Singapore.
 30, Ningpo, for Shanghai.

CLEARED.

Yorktown, for Manila.
 Gleniffer, for Shanghai.
 Yotlung, for Swatow.
 Hieronymus, for Manila.
 Merionethshire, for Singapore and London.
 Emil Julius, for Manila.

PASSENGERS.

ARRIVED.

Per Peshawur, from Shanghai: for Hong-
 kong, Messrs Pitman, Brown, Nickel,
 Sassoon, and 35 Chinese; for Bombay,
 Messrs Raphael and Judah; for Southampton,
 Mrs Pike, and Mr Macmillan.

DEPARTED.

Per Ningpo, for Shanghai, Mr Kohl.
 Per Conquest, for Hoihow, 19 Chinese;
 for Pakhoi, 6 Chinese; for Haiphong, 15
 Chinese.

SHIPPING REPORTS.

The British steamer Peshawur reports:
 Fresh monsoon and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW.—
 Per Yotlung, at 7.50 a.m. To-morrow,
 the 31st inst.

For STRAITS SETTLEMENTS.—
 Per Zamboanga, at 2.30 p.m. To-morrow,
 the 31st inst., instead of as pre-
 viously notified.

For SHANGHAI.—
 Per S. S. Bokhara, To-morrow, the
 31st inst. Registry ceases at
 2.45 p.m. Mail closes at 3. Late
 Letters received from 3.10 to 3.30
 with 18 cents Late Fee. Paid Corre-
 spondence may then be posted in the
 movable box on board the Packet.

For SAIGON.—
 Per Olympia, at 5 p.m., on Wednesday,
 the 31st inst.

For MANILA.—
 Per Emerald, at 11.30 a.m., on Satur-
 day, the 3rd January.

For PORT DARWIN, COOKTOWN,
 SYDNEY, MELBOURNE, &c.—
 Per Crusader, at 3.30 p.m., on Saturday,
 the 3rd January. 12 cents rates.

For SAIGON.—
 Per Danube, at 5 p.m., on Wednesday,
 the 7th January.

For JAPAN via KOBE.—
 Per Niigata Maru, at 5 p.m., on Friday,
 the 9th January.

MAILS BY THE BRITISH PACKET.—
 The British Contract Packet Peshawur
 will be despatched on WEDNESDAY,
 the 31st inst., with Malls to and
 through the United Kingdom and
 Europe via Brindisi or Southampton;
 to the Straits Settlements, Batavia,
 Burmah, Ceylon, India, Aden, Egypt,
 Malta, and Gibraltar.

N.B.—This Packet carries no mails for the
 Australian Colonies, E. or S. Africa,
 nor for Mauritius.

MAILS BY THE FRENCH PACKET.—
 The French Contract Packet Anadyr will
 be despatched on WEDNESDAY,
 the 7th January, with Malls to and
 through the United Kingdom and
 Europe, via Naples; to Saigon, Straits
 Settlements, Batavia, Burmah, Ceylon,
 Pondicherry, Madras, Calcutta, Bom-
 bay, Aden, Suez, and Alexandria.

The usual hours will be observed in closing
 the Malls, &c.

HOURS FOR CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing
 Malls, &c., by both the British and
 French Contract Packets:—

Day of Departure.
 5 P.M.—Money Order Office closes.
 5.30 P.M.—Post Office closes till 8 P.M.,
 except the Night Box, which is
 always open out of Office hours.

8 P.M.—Post Office opens.
 9 P.M.—Registry of Letters ceases.
 Posting of all printed matter
 and patterns ceases.

10 P.M.—Malls closed, except for Late
 Letters.

10.10 P.M.—Letters may be posted with
 Late Fee of 18 cents until
 10.30 P.M.—when the Post Office closes
 entirely.

10.40 P.M.—Late Letters may be posted
 on board the packet with Late
 Fee of 18 cents until time of
 departure.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
 Owners will be Responsible for any
 Debt contracted by the Officers or Crew
 of the following Vessels, during their stay
 in Hongkong Harbour:—

PALMA, German barque, Capt. Binge.—
 Melchers & Co.
 PRIMO, German barque, Capt. Seekamp.
 Siemssen & Co.
 MOSES B. TOWER, American barkentine,
 Capt. C. Hall.—Jardine, Matheson & Co.
 ALLOS REED, American barque, Capt. J.
 H. Kilbean.—Melchers & Co.
 AMY TURNER, American barque, Captain
 A. W. Newell.—Russell & Co.
 MIDDLESEX, British barque, Captain A.
 Walsh.—Borneo Company.
 GARIBALDI, American barque, Capt. T.
 J. Forbes.—Jardine, Matheson & Co.
 PRINCE FREDERICK, British ship, Capt.
 John Clague.—Vogel & Co.
 KATIE FLICKINGER, Amer. barkentine,
 Capt. Gilman.—Russell & Co.

MEMOS. FOR TO-MORROW

Shipping.

11 p.m.—English Mail leaves for Port
 of Call and Europe.

Auction.
 2 p.m.—Auction of Japanese Ware, &c.,
 at Mr J. M. Armstrong's Sales Rooms.

General Memoranda.

THURSDAY, (New Year's Day), 1880:—
 Local Banks close.
 Insurance Offices close.

Goods per Peiho undelivered after
 Noon, subject to rent and landing
 charges.

FRIDAY, January 2:—
 Amy Turner leaves for Singapore.
 8.30 p.m.—Performance at the Temper-
 ance Hall.

SATURDAY, January 3:—
 10 a.m.—Auction of Steam-launch hull
 at Naval Yard.
 Noon.—Emeralda leaves for Manila.
 4 p.m.—Crusader leaves for Port Darwin,
 Cooktown, &c.
 Goods per Breconshire undelivered after
 this date subject to rent.

MONDAY, January 6:—
 9 p.m.—Meeting of Zetland Lodge.

WEDNESDAY, January 7:—
 11 p.m.—French Mail leaves for Port
 of Call and Europe.

THURSDAY, January 8:—
 2 p.m.—Auction of German brig Carl.

SATURDAY, January 10:—
 Daylight.—Mitsui Bishi Mail leaves for
 Yokohama via Kobe.

WEDNESDAY, January 14:—
 3 p.m.—Occidental & Oriental S. S. Co.'s
 Steamer leaves for Yokohama and San
 Francisco.

FRIDAY, January 23:—
 9 p.m.—"Sorcerer" at the City Hall.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,

Gingerade, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and

operation of the Act rendered such tea almost entirely unsaleable; the recent great advance in prices has afforded the holder the opportunity of realising. These teas will presumably be chiefly shipped abroad, as they are completely out of favour for the home trade. The remark that their sale has given rise to another evidence of the improved taste in the matter of green tea for which the Adulteration Act must receive the credit. We may remark that the power of the Customs to detain tea or to pass it for exportation only does not apply to tea imported previously to the passing of the Act.

(London and China Express, Nov. 21.)

It is reported in well-informed circles that Mr. A. Bourne, son of a former Ambassador at Constantinople and at present, sub-Director of the Political Department of the French Foreign Office, has been named as the successor of Viscount Broussier de Montmorant at Peking. We congratulate Mr. Bourne on this important promotion, and we feel assured that the Chinese Government and the foreign community at Peking will find him a most agreeable addition to the Diplomatic body. He combines the *savoir en mode* with the *fortiter*, and the date of departure is not yet fixed.

The London Gazette contains the following appointments with reference to the Legation at Peking:—Hugh Fraser, Esq., Her Majesty's Secretary at that place (now on leave), to be Secretary to the Embassy at Vienna; the Hon. Thomas George Grosvenor, O.B., to be Secretary to Her Majesty's Legation at Peking. Our readers will remember that Mr. Grosvenor was Second Secretary at Peking from 1874 to 1877, and proceeded to Yunnan to investigate the circumstances connected with the murder of Mr. Margary.

The following changes have taken place in the China Consular Service:—Mr. Alabaster, Consul at Amoy, has gone to Hankow, Mr. H. A. Gilles taking his place at Amoy, with Mr. O. Johnson as assistant. Mr. H. J. Allen goes to Newchwang, with Mr. Everard as assistant. Mr. Bullock goes to Chinkiang as Acting Consul. Mr. Ford will have charge of the Consulate at Tamsui, vice Mr. Frater, on leave.

The Bill authorising the Minister of Finance to pay £40,000 per annum as a subsidy for a mail service between Java and China has passed the Upper House of the Dutch Parliament. We presume that tenders will now be called for, but the competition will not be large for so small a subsidy, and the Netherlands-India Steam Company will be the only one able to undertake it.

H.E. the Marquis Tseng will, we understand, leave for Paris to-morrow, accompanied by his family for a lengthened visit. H.E. Tchen-lan-pin, the Special Envoy, has left Paris for Madrid, in order to be present at the coming Royal ceremony of the marriage of King Alphonso.

We understand that the negotiations on the Opium Clause in the Chefoo Convention, which Sir Thomas Wade was empowered to conduct at Peking, have not yet been brought to a conclusion. The ratification and publication in the Gazette is consequently still in suspense.

Sir Harry Parkes arrived in London from Japan, via America, on the 15th inst., but we regret to say that Lady Parkes died on the 12th. An Obituary notice will be found in another column.

The dividend to be recommended by the directors of the P. and O. Steam Navigation Company at the annual meeting on the 2nd prox. will be 3 per cent. for the half-year ended the 30th Sept. last, with a payment from the underwriting account of 1 per cent. (in all 4 per cent.), making, with the interim dividend paid in June, 5½ per cent. for the year. The distribution for the year 1878 was at the same rate.

In the Bankruptcy Court Mr. A. Midway Gepp, China merchant and tea dealer, of Road-lane and Canton, passed his public examination upon a statement of affairs showing total liabilities £22,259 10s., and assets £272 18s. The trustee offered no opposition. The case of Mr. G. F. Dickenson was also heard. The total debts were £37,000. The assets were returned at £3,845. The bankrupt passed.

The Toronto Mail says:—A meeting, ostensibly of cigar makers, was held in the Horticultural Hall at San Francisco, on the 5th inst., when Kearney announced that it was proposed to organise a secret society, to be called "Jacobins," whose object would be to hang every and any merchant who should employ the Chinese, or in any way encourage Chinese labour. The agitator called for a show of hands on the proposition, when instantly, and with singular unanimity, the hands of all present were raised in approval. No disapprobation was shown, either by word or sign, of Kearney's proposition to organise a select and murderous society. Much excitement has been produced wherever the action is known.

The Athenæum says:—Several retired merchants of Boston have contributed to a fund for teaching Chinese at Harvard University. Mr. Ko-kunhua, a Chinaman versed in the Mandarin form of his native tongue, has been engaged for three years to instruct those students who desire it. The text-book used is Sir Thomas Wade's "Progressive Course in Colloquial and Documentary Chinese."

Léon Sicou-chang, who, under Count Kleczkowski, had charge of the Chinese lessons at the Ecole des Langues Orientales Vivantes, died on the 14th inst., at the age of fifty-eight, from a congestion of the lungs. The deceased gentleman being a Christian, his funeral services took place on Saturday, at the Church of St. Pierre de Chaillois, and was attended by Mr. Schefer, director of the School, Count Kleczkowski, and several professors and pupils belonging to the Ecole des Langues Orientales. Léon had been about six years in France, and most of the student interpreters now in China belonging to the French Consular Service have been trained by him.

Capt. Arthur Hildebrand Allington, R.N., the senior of the four commanders recently promoted to the captains' list, was a midshipman in the Baltic and Black Seas during the Russian war, and has received the Baltic, Crimean, and Turkish medals with Sebastopol clasp. He took an active part in the last Niger Expedition in August, 1877, and was mentioned in despatches for his services. Capt. Archer John William Munro, the second on the list, served in the China war during the operations in the Canton river and at the capture of Canton, and commanded the Cochrane up the Danube during the Russo-Turkish war, and received the approval of the Foreign Office for his services and reports. Capt. Charles Lister Oxley, the junior of the four officers promoted, was specially mentioned as a midshipman for services at the attack on the Pulo Fort in 1859.

The troopship Tyne arrived at Woolwich on the 18th inst. In order to take in stores from the Royal Arsenal previous to embarking troops for Cyprus, Colombo, and the China stations. The stores embarking at the Arsenal are principally gun, ammunition, and other garrison requisites for the foreign stations on her route, and her troops will be about 450 in number, exclusive of twenty-four officers. They will include drafts from the 27th, 102nd, and other regiments, to embark at Portsmouth. The Tyne has been recently docked and repaired at Chatham. She is under orders to embark at Portsmouth on or about the 24th inst., Major Hillpotts and 21 men for Ceylon, 12 men for Singapore, and 17 men for Hongkong—all belonging to the Royal Artillery. She will also take out the Major Hales, Capt. Godbold, and 93 men from the 108th Regiment, to join the 27th Regiment, at Hongkong.

The Albatross, a screw sloop, Commander Errington, left Plymouth for Singapore and China, via the Suez Canal, on the 18th inst. As we have already announced, the Iris is to receive her first commission next month, and to proceed to reinforce the China fleet, in company with the steel corvette Comet. The Iris is a swift despatch vessel, built of steel and fitted with steel masts, and designed either for quick cruising or for rapid communication between colonies or fleets. So well has she fulfilled the hopes of her constructors that on her trial the Iris was proved capable of steaming at the rate of twenty-one miles an hour, and there is little doubt that on service her average speed will be between seventeen and eighteen miles. The Iris is not heavily armed, but carries ten guns, all of them 64-pounders, weapons that would stand her in good stead against most unarmoured ships. To add to her offensive character the Iris is to carry two steam torpedo launches, which can be lowered over the side for purposes of attack, and may be hoisted on board again without difficulty. The Woodruff, a double screw gun vessel, is under orders to be completed by the end of the year to relieve the Iris, a double screw composite gun vessel on the China station. The repairs to the Woodruff have been of the most extensive character, and have involved an outlay of over £15,000.

Latest Mail Advertisements.—Yokohama, (via San Francisco) October 10; Shanghai, October 4; Foochow, October 1; Hongkong, October 11. The F. & O. Mail, with the advices dated at above, from China and the Straits Settlements, was delivered via Brindisi, on the 15th inst., two days early. The advices from Japan, via San Francisco, were received on the 17th inst. The next inward French mail, bringing a week's later dates, left Suez per Messageries Maritimes steamer Tigre on the 17th, and is expected to reach London on the 24th inst., its due date.

Captain Morant has received from the Admiralty a very gratifying letter of praise at the manner in which he rendered assistance to the disabled P. and O. steamer Australia. The Company has addressed a letter to the Admiralty, speaking in the highest terms of the services of the officers and men of the Valorous.

We hear that Major Serpa Pinto has somewhat improved in health since his return to Portugal, and has been able to recommence work on his book, the appearance of which is looked forward to with much interest by geographers.

It is rumoured that Sir Charles Dilke is shortly to be married to a daughter of the house of Rothschild, a sister of the Countess of Roseberry.

LEGISLATIVE COUNCIL.

Proceedings of the Legislative Council at a meeting held on the 30th December, 1879, present:—H. E. the Governor (President); the Chief Justice, Sir John Smale; the Colonial Secretary, Hon. W. H. Marsh; the Acting Colonial Treasurer, Hon. M. S. Tonnochy; the Acting Attorney General, Hon. J. Russell; and the following hon. unofficial members: Messrs P. Ryrie, J. Keawick, and J. M. Price.

THE MERCHANT SHIPPING CONSOLIDATION ORDINANCE 1880.

The consideration, in Committee, of this Bill was resumed where the last day's proceedings left off, that is, entering on Part II, (Sec. 24,) which is concerned with the regulation and control of the waters of the Colony, and of the vessels navigating the same.

On the clause concerning light dues, it was stated that the M. S. steamers which in all other matters have the status of vessels of war, would not rank as such under this clause.

With regard to the clauses relative to gunpowder, Mr. Price suggested that dynamite and also other explosives should be included. Dynamite was being largely used and would eventually supersede gunpowder.

The Acting Attorney General pointed out that this was provided for by the Dangerous Goods Ordinance, which he intended to reprint as an appendix to this ordinance. Kerosene, dynamite and everything else of the kind was provided for by that ordinance.

On the suggestion of Mr. Tonnochy the Governor in Council was empowered, in addition to making rules and regulation for the proper carrying out of the provisions of the Ordinance with regard to gunpowder, also with regard to the storage of gunpowder on land, to make rules and regulations for its proper conveyance or carriage in the waters of the Colony. This arose out of a suggestion by Mr. Ryrie with regard to having specially constructed boats for the conveyance of explosive substances in the harbour.

Mr. Price, on this point, said he believed the Dangerous Goods Ordinance was defective.

The Attorney General said it would have to be dealt with by special amending ordinance, then; it was not intended to touch it by this Shipping Ordinance.

Some desultory discussion ensued on a clause which required from all junks entering and leaving the harbour a declaration as to, *inter alia*, the cargo on board. The clause originally stood that all junks entering should declare cargo. This was with a view to following up piracies. The Harbour Master suggested that all junks going out should also declare their cargo. Mr. Ryrie and Mr. Keawick were against this new provision. It would cause great delay and inconvenience to any foreign ship, and they concluded therefore it would be inconvenient to junks. Mr. Tonnochy said that as a matter of fact the junk-masters had been in the habit of so declaring their cargoes. Articles piratically stolen, it had often been thus proved, had really been on board when leaving. After discussion the clause was toned down so as

to require only particulars of arms and ammunition carried and the general character of the other cargo to be declared. The clause as passed was drafted by the Hon. the Senior Unofficial Member.

With regard to the forfeiture of junk leaving the Colony after night-fall it was provided that the junk shall be forfeited. The Governor explained that Mr. Philippo, then Attorney General, and Mr. O. C. Smith, then Colonial Secretary were in favour of the word being "may." That would leave the option of forfeiture of the junk to the Magistrate, whereas the other way the Magistrate was bound to forfeit, the power lying in the Governor, on petition, to annul the forfeiture. The word was "shall" in the old ordinance and the Secretary of State was of opinion that it should be retained. The point arose in this way. A junk left the harbour after night-fall and was seized outside the waters of the Colony and 69 balls of opium found. The junk master, as was always the case, swore she was seized within the waters of the Colony. The Harbour Master investigated the matter and reported that the junk had left the port after dark with the opium on board and without a clearance. The Marine Magistrate and Mr. May adjudicated the case and found that the junk had violated the two clauses, but they went on to say that they thought it would be sufficient to inflict some very trifling penalty, binding the master over in sureties for a week or something of the kind. But seeing that the ordinance had been actually violated and that the words were "shall be forfeited," (the Governor) took on himself the responsibility of forfeiting the junk, and gave the junk owner the option of coming before the Court and claiming his junk. The whole transaction was reported to the Secretary of State and he instructed him as Governor to inform the Magistrate that it was their duty to have forfeited the junk. He also desired that the words "shall be forfeited" be retained. Mr. Philippo and Mr. Smith had said that as they understood it, the law was framed to prevent piracy. The Secretary of State said he understood the ordinance as also framed to prevent smuggling. He desired to hold the Governor as the man responsible and did not desire to give the Magistrate the power to let the offender retain his junk. It was only due to a neighboring friendly power to do nothing which could be taken as in any way encouraging smuggling. Were the old ordinance altered in the way proposed it might be taken as a relaxation of the law. He desired to make the Governor responsible for any junk returned to any one violating the law. He (the Governor) had been told by the Captain Superintendent of Police that the men who carried on this smuggling trade in salt and opium were the bad characters who were to a very large extent responsible for thefts and other crimes here. They were desperate men who carried their lives in their hands and lived a regular life of crime. These were the men who set out on these nights with goods on board to be smuggled. These men he had thought it his duty to punish by the forfeiture of their junks. But in any case in which there was reason to believe that the offender was an honest trader who had made a slip and brought himself within the law, he had invariably declared the forfeiture null. He had always given careful attention to the case when the Magistrate recommended the return of the junk and had been always able to give effect to the recommendation. He agreed with the view of the Secretary of State that the ordinance was framed as much to prevent smuggling as to guard against piracy.

Mr. Ryrie said that was of course smuggling into China ports.

His Excellency: Yes.

Mr. Ryrie, with regard to our legislating to prevent the revenue of China from suffering, remarked that we got very little for it. They were not doing much for us. Of late he saw they had been interfering with private parties out in a yacht in the harbour.

On this remark arose a long statement by the President as to the history of the blockade question, in which he complained of his hands having been tied since he first came to Hongkong. He had always been of opinion that the customs stations and cruisers should be abolished. The question was how was that to be done. He complained bitterly of the secrecy which had been observed with regard to the Chamber of Commerce meeting with Sir Thomas Wade. That neither the Governor nor the junk owners should have been allowed to know the views Her Majesty's Minister held was extraordinary. He invited discussion on the point, how were the revenue cruisers and the customs stations to be got rid of and the revenue of China from opium secured to her. It was his desire to see all piece goods, and everything save opium and salt (the latter of which was contraband) enter China without let or hindrance. He had been tied and his efforts nullified by the memorandum of a basis of agreement which, prepared and signed by Sir Arthur Kennedy a day or two before he left, had crossed him (Mr. Hennessey) on his way out. That was set forth as a basis agreed on after consultation with his hon. friend on the left (Mr. Keawick) and the Hon. Mr. Lowcock, and therefore taken as having the sanction and approval of and satisfying the commercial community. With such a document in the hands of the Viceroy, as it was before he had been here any time, they could well understand how difficult it would be to get the stations and cruisers removed, Sir Thomas Wade and the Secretary of State holding that China had a right to maintain these.

Mr. Keawick for himself, for Mr. Lowcock, and for the Chamber of Commerce, distinctly denied that one or other of them had ever approved of the basis referred to.

Mr. Ryrie also, on behalf of the Chamber, denied sanction of the basis of agreement spoken of.

Mr. Keawick and Mr. Ryrie also disclaimed the responsibility of the Chamber for reporters being excluded from the meeting. [This discussion of this blockade question was an extended and important one; it is of too great importance to condense or summarise, and we hold it over till to-morrow night, when we shall give a full report. It is particularly unfortunate, the Council sitting on mail night, sitting at a late hour in the afternoon and not rising till close on six o'clock; but we prefer giving the report to-morrow with that fulness and fairness the subject demands to hurriedly summarising it to-night. We shall, of course, prepare our report in time to be embodied in the "Overland" to be published at noon to-morrow.]

With regard to junk license, the Governor stated that the Secretary of State was of opinion that when the finances admitted of it they might fairly consider the question of removing or at all events very considerably reducing the junk license, but at present he made no proposal in the matter.

The Bill having passed through committee one or two points held over from the previous days' discussion for reconsideration were now taken up.

No discussion of any moment ensued however.

The Bill having passed through committee, was finally passed by the Council, although the Chief Justice explained that he would have preferred seeing it printed with the many verbal and other alterations made in Committee shown, and having it finally revised by the Acting Attorney General.

The Governor drew attention to the suspending clause and stated that he did not intend to issue his proclamation bringing the ordinance into force until it had been sent home and approved by Her Majesty's Government.

The Council adjourned *sine die*.

Marine Court.

(Before the Marine Magistrate Captain Thomsett, and C. V. Creagh, Esq., Acting Senior Magistrate.)

Tuesday, Dec. 30.

ALLEGED BREACHES OF THE JUNK ORDINANCE.

Lam Shu, master of the trading junk Kam Hip Fat, was charged with a breach of sec. 15 of Ord. 6 of 1866; in not leaving the anchor age within 24 hours after receiving his clearance on the 8th inst.; and Lam Yau Kan, seaman of the same junk, with a breach of sec. 14, of Ord. 6 of 1866, in not stating the true nature of his cargo, and with leaving the waters of the colony without a clearance.

Mr. Brereton appeared for both defendants.

It appeared from the evidence led that the junk took in her cargo at West Point. A clearance was taken out on the 8th. On the afternoon of the 9th the junk made for the Ly-ee-moon Pass but was compelled to anchor off East Point for want of wind. On the 10th a wind sprang up but not favorable for the Ly-ee-moon Pass; the junk therefore sailed through the harbour and went out by the western entrance arriving the same evening off the entrance to Aberdeen Harbour and anchoring there. About 10 o'clock that night the junk was boarded by a party from a steam-launch. The first defendant was the owner of the junk and cargo but being no sailor he does not always accompany the junk and on this occasion was not on board, the charge being taken by his nephew, the second defendant.

Inspector Mathieson said there were six other witnesses who might be called but they would only corroborate what had already come out. There was no evidence to show that the junk left during the night.

The Bench being satisfied that the first defendant was not on board at the time of the junk's capture he was discharged. Neither did there appear to be any case against the second defendant. The Bench was convinced no breach of the Ordinance had been committed.

Wong Ching was charged, with leaving Sow-kee-Wan the harbour without a clearance on the 24th inst., and with not having his license on board.

Inspector Swanston proved a arresting the defendant who was leaving the harbour in a junk as he knew that no clearance had been taken out. He admitted that he had not got his license on board; he had no clearance or other papers.

Prisoner in defence said he had only been a master since February last when he took out a license but did not know it was necessary to carry it with him. He had not been out of harbour before and did not know it was necessary to take out a clearance. The license said in Chinese that a junk can trade within 20 li (7 miles), of Hongkong harbour and he was not going beyond that distance.

The Magistrate thought this a very good plea and expressed surprise it had not occurred to some one before this.

Police Intelligence.

(Before C. V. Creagh, Esq.)
Monday, Dec. 30th.

LARCENY OF CLOTHING.

Mar. Apo, 30, a coolie, was charged with stealing one pair of shoes and three pieces of clothing, valued at \$3.50, from a house in Second Street on the 26th instant.

Prisoner admitted the charge in both instances and pleaded poverty; he was sentenced to six weeks' imprisonment with hard labor.

SNATCHING A HAT.

Cheung Aial, 19, a coolie, was convicted stealing on the 27th inst., a felt hat valued at 35 cents.

Defendant admitted one previous conviction in December last of larceny from the person.

Sentenced to six months' imprisonment with hard labor, and to be exposed in the stocks on the Recreation Ground for six hours.

THEFT OF BRASS TUBES FROM A STEAMER IN HARBOUR.

Ho Hing, 24, quartermaster, and Lo Tai, 17, cabin boy, both of the steamship Chariton, appeared on the charge of having stolen 10 tubes from the ship on the 28th instant.

First defendant admitted the charge and had nothing to say against sentence.

Second defendant denied all knowledge of the theft. He had just received his wages and was going on shore.

His Worship sentenced first defendant to four months' imprisonment, the first and last fourteen days to be in solitary confinement, the rest with hard labor.

A MANDARIN'S SERVANT.

Cheung U Ting, 26, a servant for stealing a silver handkerchief valued at \$4, from Messrs Sayle and Co.'s Queen's Road was sentenced to three months' imprisonment with hard labor.

A GOOD BEGINNING.

Li Afa, 18, charged with stealing one silver dollar and \$1 in broken silver, admitted that he had no occupation and lived by gambling in the streets.

Sentenced to four months' imprisonment, two periods of 14 days to be in solitary confinement, the rest with hard labor.

China.

(N. O. Daily News.)

The Ministers for Austria, Holland, Peru, and Spain are at present visiting Shanghai.

We hear that news was received here on Sunday (21st) of the death, at one p.m. on the 18th instant, of the Viceroy Shen, at Nanking.

A Ball in aid of the Masonic Charity Fund is announced to take place on the 23rd of January next at the Masonic Hall. Invitations will not be sent to Masons who are not subscribers.

We are glad to hear that the suggestion made in these columns by a Volunteer some time ago with respect to Church parades of the Corps, is likely to bear fruit, and that there will probably be a first muster for that purpose either on the 26th instant or the 4th prox.

The Rev. Messrs. Lambuth, Thomson, and Farnham, under appointment of the American Bible Society to revise the New Testament in the Shanghai Colloquial, have proceeded with their work as far as 20th Chapter of Acts. They have been at work several years, meeting twice a week, besides working on it in the interval.

A correspondent at Foochow, writing under date of the 17th inst., states that the Rev. Nathan Sykes had just returned from Yeng Ping, having been rather roughly handled by a mob at that place. One person had made an attempt on his eyes with a fork, which was very nearly successful, the blow or thrust coming with in about a quarter of an inch. Mr. Sykes's eyes having been weak for some years, some anxiety is now felt on his account with regard to them. The native officials of the neighbourhood did their duty when it was too late, as usual.

On Thursday night last (17th), between eleven and twelve o'clock, as the British steamer *Leikin*, Captain Goodfellow, was on her way from Hankow to this port, a collision occurred between her and a lorcha. We are informed that the steamer at the actual moment when the vessels came in contact was backing to get safely out of the way. She had just been taking some passengers on board. The lorcha cleared herself, passed between the steamer and the shore, and went up the river. After going some little distance her crew ran her ashore, where she was found by the steamer, which followed her after an examination of the damage done to herself. Three of her crew were brought down to Shanghai, where we understand, the lorcha is owned. A rent of some length was made in the side of the *Pekin*, but her hold was not injured, being effectually protected by the guard. It was said that the lorcha was considerably injured.

The arbitration case between the British barque *himaman* and the C.M.S.N. Co.'s str. *Kiangteen* was concluded yesterday. (22nd). The Court met at ten o'clock in the forenoon and sat until evening with the usual interval for tiffin. Mr. Drummond examined Captain Pratt and the chief engineer on behalf of the *Kiangteen*, and then he and Mr. Wainwright summed up on behalf of their respective clients. The arbitrator then pointed out the various points for the consideration of the Nautical Assessors, Captain J. P. Roberts and W. Bowen, whereupon the Court retired to consider its decision. After an absence of nearly half an hour they returned, when the Arbitrator announced that the Assessors had found—1st, that the *Kiangteen* ought to have slowed down when first sighted the *himaman*; 2nd, that if she had slowed down then the collision would probably have been avoided; 3rd, that there was room for the *Kiangteen* to have passed between the *himaman* and Gough Island; 4th, that if she had kept closer to Gough Island as she might and ought to have done, the collision would probably have been avoided; 5th, that no precaution the *himaman* ought to have taken was not taken. With these findings he (the Arbitrator) concurred, and consequently held that the *Kiangteen* was solely to blame.

We are very glad to learn from Mr. Ferguson of The Farm, that he thinks the epidemic amongst his herd of dairy cattle has come to a stop. The number he has lost is something enormous in so short a space of time—23 milking cows have succumbed, also his entire stock of young heifers in calf, two year olds, yearlings, and calves—in all about 80 head. We feel sure the public will sympathize with Mr. Ferguson, and they must remember that this is not only a monetary loss but one which will take at least three years to reproduce, if it can be done then; with the great risk of a similar outbreak at any moment. In face of this we think the rise in prices for farm produce far from too great, as in Sydney to-day milk is 6d. per bottle and cows only worth £10 to £12, and thousands to draw fresh stock from when dairy cattle become sick. Here there is no such chance. Cows cost when landed, provided none die, Tls. 180 each with the great risk of passage.

The collision between the steamer *Cruiser* and the pilot boat *S. C. Farnham* will still be in the recollection of our readers, and it will also be remembered that the owners of the *S. C. Farnham* instituted an action in H.M.'s Supreme Court to recover Tls. 1,000 damages from the *Cruiser* and that on the 28th of October the Chief Justice reserved his decision, which has not yet been given. Now, at this late stage, a legal technicality has been discovered in the plaintiff's Preliminary Act, to disclaim which the Court met on Saturday last, and sat for over two hours. In answer to the seventh question in the Preliminary Act, as to the course and speed of the pilot boat when the steamer was first seen, plaintiffs said "E.S.E., about one and a half miles." Then, in answer to the twelfth question, what measures were taken and when, to avoid the collision, plaintiffs said "course continued until collision appearing unavoidable, helm put hard a starboard to ease the blow." The evidence showed that the pilot boat had changed from an E.S.E. course when the collision occurred, and the point was whether the plaintiffs could contradict the statements in their Preliminary Act, or whether they were not bound by what they had therein stated. Mr. Drummond and Mr. Robinson each occupied the Court for about an hour in discussing the point. The sacredness of the Preliminary Act was admitted, but Mr. Drummond, on behalf of the *S. C. Farnham*, contended that the seventh paragraph should not be read with the twelfth, whereas Mr. Robinson, on behalf of the *Cruiser*, argued from a reverse point of view, and maintained that the evidence for the defence, as well as that of the load of the pilot boat, showed the pilot boat was on an E.S.E. course. His Lordship said

he would give his decision in the case on Tuesday next.

(Courier.)

The British steam yacht *Albion* arrived here from Japan on the 23rd.

Shen Pao Chun, died, we are informed, at Nanking, on the 18th instant. The action of the deceased Viceroy in connection with the Wusung Railway will be long recollected. It is believed amongst the Chinese that either Governor General Ho, from Foochow, or a Vice President of one of the Peking Boards, will be Shen's successor.

On Saturday night five persons confined in the cells at the Central Police Station made their escape. The cells are situated at the rear of the station, and in front of these is a kind of court, protected by wooden poles. For the purposes of health, the prisoners are allowed the run of the court at night. On Saturday one of the poles was sawn asunder, allowing the prisoners to escape into the yard, and thence over a wall into the street. One of the prisoners has since been apprehended.

Chief Justice French, in the case brought by the owners of the pilot boat *S. C. Farnham*, a schooner of about 50 tons, against the *S. S. Cruiser*, of 647 tons, for damages arising from a collision which took place between those vessels at the entrance of the Yangtze river, at a little before 6 o'clock on the morning of the 2nd September, gave judgment on the 28th. He dismissed the suit without costs.

A few days ago four native boats started to go to Soochow. They carried a rather large quantity of opium, and shortly after leaving Shanghai, they were attacked by river pirates. Two of the boats managed to get away, but the other two were boarded. Two of the boatmen were injured by sword cuts, and about fifty balls of opium were stolen. The robbers numbered about thirty.

We notice by the Customs returns of this day, per steamship *Arctur*, an export of fifteen piculs of prepared opium to Sydney, N. S. W. Some few weeks ago a large quantity left here by the English mail for Melbourne. This new export to the Australian Colonies is no doubt caused by the heavy fees levied by the Hongkong Opium Farmer.

There is a rumour abroad amongst the Chinese that, from the 1st January next, the Japanese Government intend augmenting the tariff on imports.

Quotations.

HONGKONG, December 29.	
OPIMUM.—New Patna, cash, ..	\$565
Old	585
New Benares, cash, 51 7/8	
Old	585
New Malwa, credit, 700	
Allowance Tels., ..	
Old Malwa, credit, 750	
Allowance Tels., ..	

Exchange.

Bank, Wire,	3/9 1/2
Demand,	3/9 1/2
30 days' sight,	3/10 1/2
4 months' sight,	3/10 1/2
Credits, 4	3/10 1/2
Documentary, 4 months' sight, 3/10 1/2	
India, Wire,	22 1/2
Demand,	22 1/2
80 days' sight,	73 1/2
Gold Leaf, 99 1/2 fine	26 70
Sovereigns,	5.21.

Shares.

Hongkong Bank, 60 % prem. sellers.	
Union Ins. Society of Canton, \$1,375, sales.	
China Traders' Ins. Co., \$1,325, sales.	
North China Ins. Co., Tls. 1,250, buyers.	
Yangtze Ins. Assoc., Tls. 730, sales.	
Chinese Insurance Co., \$310, sellers.	
H.K. Fire Ins. Co., \$820, sales.	
China Fire Ins. Co., \$220, sellers.	
H.K. & W. Dock Co., 10 % nominal, prem.	
H.K. C. M. S.-boat Co., \$23 prem. sales.	
Shaughl Steam Navigation, Tls. 11	
China Coast S. Nav. Co., Tls. 109	
Hongkong Gas Co., \$70	
Hongkong Hotel Co., \$66.	
China Sugar Refining Co., \$154, sellers.	
Chinese Imperial Loan of 1874, nominal.	
Do. of 1877, do.	

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Hongkong, Dec. 18, 1879. ja1

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Hongkong, July 31, 1879.

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Hongkong, December 18, 1879. ja1

NOTICE.

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ON WEDNESDAY, the 7th January, 1880, at 11 p.m., the Company's S. S. ANADY, Commandant DE BOISSENI, Baron, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

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G. DE CHAMPEAUX,

Agent.

Hongkong, December 27, 1879. ja8

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Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, December 29, 1879. ja13

Intimations.

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Applications for Admission should be made at once to the Right Rev. Bishop BURDON.

By Order of the Committee, A. LISTER, Hon. Secretary.

Hongkong, December 17, 1879. de31

PUBLIC HOLIDAY.

THE undermentioned Banks will close on THURSDAY, the 1st January, being public holiday.

For the "Oriental Bank Corporation," GEO. O. SCOTT, Manager.

For the "Chartered Mercantile Bank of India, London and China," B. H. NELSON, Manager.

For the "Chartered Bank of India, Australia and China," E. G. MOBERLY, Acting Manager.

For the "Comptoir d'Escompte de Paris," E. SCHWELBLIN, Acting Agent.

For the "Hongkong and Shanghai Banking Corporation," T. JACKSON, Chief Manager.

For the "National Bank of India, Ltd.," R. H. SANDEMAN, Manager.

Hongkong, Dec. 26, 1879. ja1

YANGTSE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIUM CONTRIBUTED, payable at our Office on and after the 15th instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879. ja1

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., AGENTS.

FOR SALE, Large and Small COAL.

Apply at the OFFICES, No. 7, QUEEN'S ROAD CENTRAL; or, to

THOS. G. GLOVER, East Point.

Hongkong, December 1, 1879. ja1

YOUNG CHUN CHONG.—I was a Steward on board the Princess Charlotte nearly 15 years. The Dr. (BENNETT) had shown me to make MILK PUNCH WINE, and I have followed doing the same and used Superior Materials or Stuff which is made by Dr. Bennett, which may be drank at any time without pernicious effect. Now I wish to be established on shore.—No. 62, WELLINGTON STREET.

QUAN CHEONG.

Hongkong, December 2, 1879. ja2

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 20th Inst. until the 3rd Proximo, both days included.

A. NEWTON, Manager.

Hongkong, December 4, 1879. ja3

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.

Hongkong, December 4, 1879. ja4

LOST.

A SMALL Black and Tan TERRIER, answers to the name of "PUNCH." Small white spot on breast.

\$5 Reward will be given.

Address: No. 12, Praya East.

Hongkong, November 18, 1879.

COSMOPOLITAN DOCKS.

W. E. SPATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.

The DIMENSIONS of the Dock are:—460 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft.

Office, 20, PRAYA CENTRAL, HONGKONG.

Hongkong, October 4, 1879. 45c80

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$18.60.)

Orders should be sent to GEO. MURRAY BARR, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Intimations.

DENTAL NOTICE.

DR. ROGERS has returned and is now ready to RECEIVE PATIENTS.—No. 7, ARBUTHNOT ROAD.

Hongkong, December 8, 1879.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS,

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, December 20, 1879. ja20

ORIENTAL HOTEL.

MR. J. F. SHUSTER begs to announce that he carries on from this Date the above Establishment, as a FIRST-CLASS HOTEL. The House is now being THOROUGHLY RENOVATED and RE-FURNISHED. Mr. SHUSTER hopes by strict attention to Business, and by supplying the Best of Liquors, to merit a share of Public Patronage. The House has AMPLE ACCOMMODATION for BOARDERS, who will meet with every comfort. The Table will be of the Best and the Charges strictly Moderate. The Proprietor will be at all times ready to supply PICNIC PARTIES and to provide DINNERS for PARTIES of SIX and upwards on very REASONABLE TERMS.

THE BOWLING ALLEYS ARE TO BE RE-LAID.

English and American BILLIARD TABLES.

TIPPIN AT ONE; DINNER AT SEVEN.

WINE AND SPIRITS OF THE BEST QUALITY.

ORIENTAL HOTEL,

J. F. SHUSTER, Proprietor.

Hongkong, November 5, 1879. 11

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

TO BE LET, FURNISHED, from 1st February next—"EXCELSIOR," ROBINSON ROAD. On view by appointment.

EDMUND SHARP, Supreme Court House.

Hongkong, December 29, 1879.

TO LET.

FOUR-STORY HOUSES in Hollywood Road.

A HOUSE in Lyndhurst Terrace.

Apply to E. R. BELILIOS.

Hongkong, December 27, 1879.

TO LET.

THE BASEMENT of HOUSE, No. 4, Praya East, MARINE LOT No. 65 (formerly known as the "Blue Houses," with possession on 1st January, proximo.

Apply to MEYER & Co.

Hongkong, December 1, 1879. ja1

"ROSE VILLAS"—EAST.

SIX ROOMS, upon BONHAM and ROBINSON ROADS. GAS, WATER, FLOWER and VEGETABLE GARDEN, STABLE and TENNIS LAWN.

Apply to SHARP & DANBY, No. 6, Queen's Road Central.

Hongkong, November 1, 1879.

TO LET.

A FIRST-CLASS STONE FLOORED GODOWN, Situated upon MARINE LOT 10. Possession from 1st December next.

Also, the TWO HOUSES, Nos. 14 and 16, Stanley Street, now in the occupation of the TEMPERANCE HALL; Possession from 1st December.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, November 1, 1879.

STORAGE.

GOODS RECEIVED ON STORAGE in GODOWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.

Apply to G. R. LAMMERT.

Hongkong, August 9, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS.